Dove Creek
m/003/016

Sept 8, 2005

To: Steve Flock
Minerals Management Specialist
Minidoka Ranger District

Steve,

This is to document my recommendations following our inspection of the road work performed by the permittee for the Dove Creek Quarry on Forest Road #60018. The work included blading the road and placement of waste rock material to stabilize approximately 1000' of roadway within the Forest Service owned easement through private lands.

The work appeared to be appropriate for the intended use of the road. Road 60018 is an operational and objective Service Level 2 road, defined as: "Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, and other specialized uses."

The work was basically confined to the existing roadway, and the material placed was approximately 4" minus with some minor oversized material which had been worked to the outside shoulders. There was some rutting in an area where the equipment had been turned around, and some vertical cutslopes approximately 1' high had been cut. Also, a berm had been created at the junction with the quarry access road which will lead to water ponding at the junction. I recommend that the rutted area be smoothed out to reduce water ponding in the ruts and to aid in revegetation of the area. The cutslopes should be laid back at approximately a 1:1 slope or flatter for stability and to aid revegetation. The most important item is removal of the berm at the road junction to allow drainage at that location.

As we discussed, if the permittee should request to perform additional work, surfacing material should be restricted to 3" – 4" minus material, and every opportunity to provide drainage should be utilized. These opportunities may consist of rolling dips with lead-off ditches or, at a minimum, removal of the berm along the outside edge of the road and outsloping the road to divert runoff off the road. With the existing road location at or near the bottom of the draw, runoff water collects within the road prism and the road acts as a large ditch. Providing cross drainage will help stabilize the roadway as well as aid in reestablishing natural runoff patterns.

Thank you for your time and attention to this development. If I can be of any further assistance, don't hesitate to call.

Patty Hackett
Civil Eng Tech